CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

~~DRAFT~~ FINAL INITIAL STUDY/ ENVIRONMENTAL CHECKLIST MST2006-00273

PROJECT: 140, 150 & 180 Conejo Road

July 22~~April 5~~, 2010

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

APPLICANT/ PROPERTY OWNER

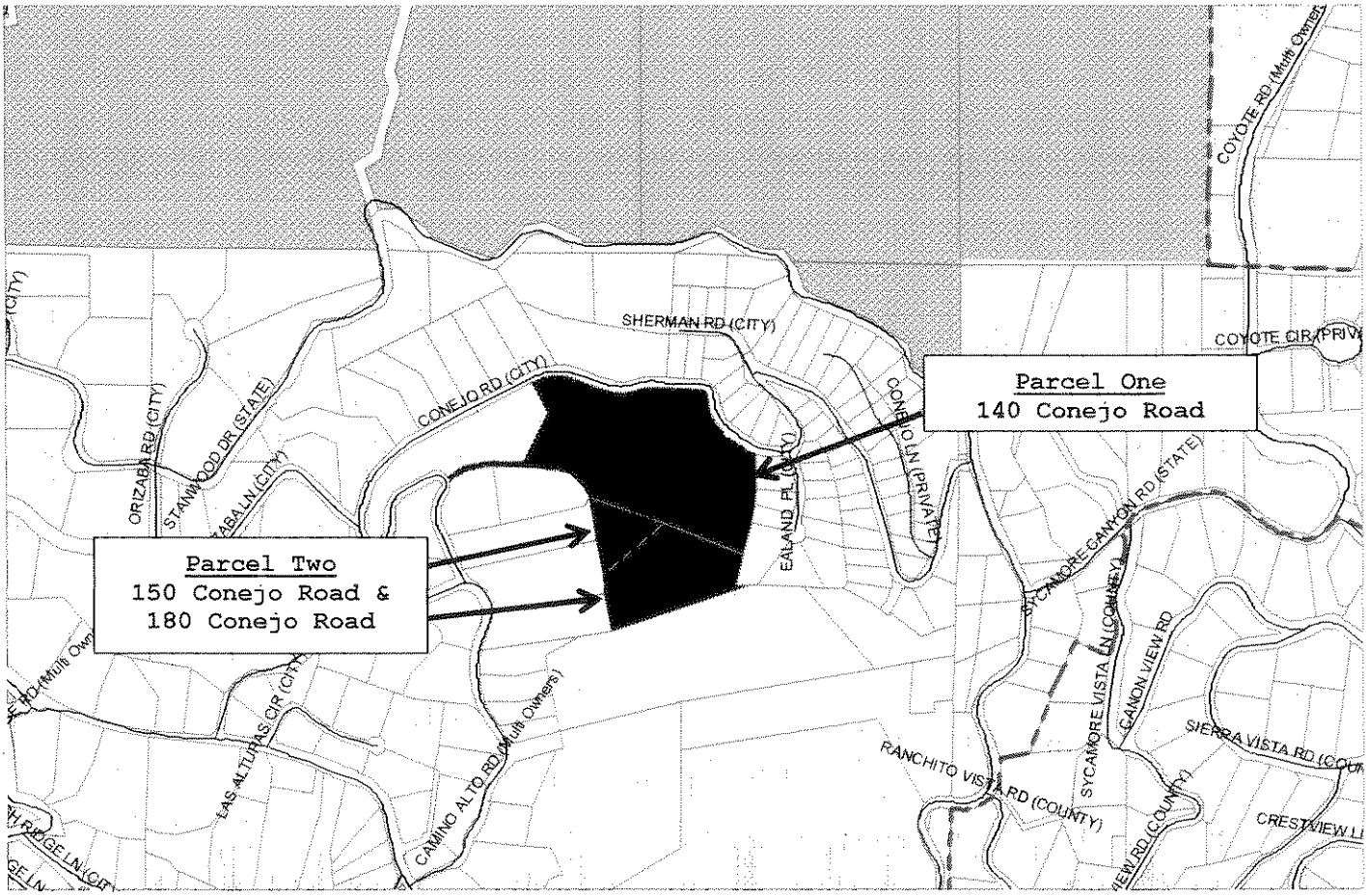
Applicant: Alicia Harrison, AICP, Land Use Planner, Brownstein Hyatt Farber Schreck, LLP ~~(for Dr. Andrew Gotelli)~~

21 East Carrillo Street, Santa Barbara, CA 93101

Owner: Financial Resources, Ltd. (140 Conejo Road); Dr. Andrew Gotelli~~,~~ (150 and 180 Conejo Road) ~~, Santa Barbara, CA 93103~~

PROJECT ADDRESS/LOCATION

The project site consists of Parcel One at 140 Conejo Road and Parcel Two at 150 Conejo Road and 180 Conejo Road. The project site is located in the Cielito neighborhood of the City of Santa Barbara.



Vicinity Map

PROJECT DESCRIPTION (See *Exhibit A-Lot Line Adjustment Exhibit*)

Project Components:

The proposed project involves a Lot Line Adjustment between Parcel One (140 Conejo Road, APN 019-042-014) and Parcel Two (150 Conejo Road, APN 019-042-012 and 180 Conejo Road, APN 019-042-013). The parcel at 150 Conejo Road may have been created in violation of the Subdivision Map Act and the applicable City ordinances in effect at the time of the subdivision; therefore, as part of the Lot Line Adjustment, a voluntary lot merger of 150 and 180 Conejo Road is required.

Proposed Adjusted Parcel One would be 9.33 acres (gross/net) with an average slope of 48% and Proposed Adjusted Parcel Two would be 4.32 acres (gross), 4.09 acres (net) with an average slope of 33%.

Proposed Adjusted Parcel One would have a 16,124 square foot development envelope with an average slope of 20% and Proposed Adjusted Parcel Two would have a 20,890 square foot development envelope with an average slope of 27%.

The 2,800 square foot, two-story single-family residence that currently exists on the hilltop of Parcel One would remain and would be contained within the proposed development envelope of Proposed Adjusted Parcel One. The development envelope for Proposed Adjusted Parcel Two would accommodate a new single-family residence and accessory structures although no development is currently proposed.

Both Proposed Adjusted Parcels would have restricted use areas, where no development is allowed, including landscaping, due to the onsite geologic conditions. Vegetation management per the Wildland Fire Plan would be allowed outside the proposed development envelopes.

Demolition/Construction: No demolition or construction is proposed at this time. As stated above, a development envelope is proposed for Proposed Adjusted Parcel Two in order to accommodate a single-family residence and accessory structures in the future. It is assumed that construction would likely take approximately 12 months to complete from the commencement of grading activities through building construction and landscaping. Project staging would occur onsite.

Required Permits: The discretionary actions required by the City are:

1. Lot Line Adjustment between two existing lots (SBMC §27.40).
2. Design review approval by Single Family Design Board (SFDB) for future development of single-family residence on Proposed Adjusted Parcel Two (SBMC §22.69).

ENVIRONMENTAL SETTING

Existing Site Characteristics

Archaeological Resources: According to the City's Master Environmental Assessment (MEA), the project site is not located in any cultural resource sensitivity areas.

Biological Resources: The project site is located within an urban area and is identified on the City's MEA map as containing southern oak woodland and coastal sage scrub. The Tea Fire that burned through the area in 2008 spared the existing residence but eliminated most of the low-lying vegetation, although vegetation has since been reestablished. There are two existing groves of eucalyptus trees located on Parcel One.

A Biological Survey of the proposed development envelope of Proposed Adjusted Parcel Two describes the vegetation as consisting mainly of non-native grasses, common weeds and coyotebrush. The plant community could be classified as "disturbed coyotebrush scrub". A few small clusters and individual native coast live oaks are established along Conejo Road, just inside and outside the fence line, within the proposed development envelope. Given the existing vegetation, a number of bird species, reptile species and amphibians are likely to occur onsite. Small mammals, and occasionally medium and large mammals, may also visit the site. The small clusters of coast live oaks would be expected to support acorn woodpeckers and hairy woodpeckers; however, the potential for nesting raptors to be present in these trees is minimal due to their location adjacent to the road and their small stature. No other sensitive biological resources (special status plant, animal, or plant community) were identified within or adjacent to the proposed development envelope of Proposed Adjusted Parcel Two.

Drainage: Site drainage is by topographically controlled sheetflow runoff. Concentrated drainage occurs within the unnamed, east-trending canyon (a tributary of Sycamore Canyon) at the southeast side of Proposed Adjusted Parcel One. The project site is located within the "Conejo Slide Drainage Area" which prohibits the installation of septic tanks or increasing the use of a septic tank.

Fire: The project site is located within the City's High Fire Hazard area.

Flooding: The property is not in the 100-year flood plain of any creek or in any City-designated flood-prone area.

Hazards: The site is not listed as a contaminated site on the Cortese list as compiled by the following sources: Department of Toxic Substances Control (DTSC) "List of Hazardous Waste and Substances Sites"; California State Water Resources Control Board (Water Board) "List of Leaking Underground Storage Tank (LUST) Sites"; Water Board "List of Solid Waste Disposal Sites"; Water Board "List of Active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO)"; and DTSC "List of Hazardous Waste Facilities". Therefore, according to these sources no hazardous materials are expected to occur on the site.

Historic Resources: No historic resources exist on the project site.

Noise: The City's Master Environmental Assessment (MEA) identifies the project site as being located in an area that is subject to noise levels of less than 60 Ldn dBA.

Seismic/Geologic Conditions:

The City's Master Environmental Assessment (MEA) identifies the project site as having minimal liquefaction potential. The Engineering Geologic Report prepared for the proposed project by Gold Coast Geoservices, Inc. states that liquefaction is unlikely because the site is underlain by Rincon Shale, which is not a potentially liquefiable formation.

The project site is not located within the "Conejo Slide Mass C" area.

According to the City's MEA the project site is located in an area of low damage level to single-family and small two- to three-story structures, low to moderate level damage to large structures and moderate damage to old structures. The very northern boundary of the project site, adjacent to Conejo Road, is located in an area of heavy damage to most structures during an earthquake on a nearby fault.

The City's MEA identifies the project site as having highly expansive clay soil. A one to five foot thick zone of native soil (undifferentiated residual soil and colluvium) conceals the underlying Rincon Shale across the project site. The soil is comprised of sandy and gravelly clay and is typically moist to very moist, highly plastic, and highly expansive. The soil is considered to be creep prone and is unsuitable as foundation bearing material. Artificial fill is likely present within the area of the existing access road and in the area of the existing residence on Parcel One.

The City's MEA identifies the project site as having minimal erosion potential and as being outside the tsunami run-up zone.

Topography: The City's Master Environmental Assessment (MEA) identifies the project site as being in an area of visual sensitivity due to Major Hillsides and 30% slopes. Slopes descend north, east and south from the hill top area located at the western side of the property. Parcel One has an average slope of 35.96% and Parcel Two has an average slope of 65.6%.

Existing Land Use

Existing Facilities and Uses: A two-story, single-family residence of approximately 2,800 square feet currently exists on Parcel One. The residence was constructed in 1974 and remodeled in 2005-2006. Parcel Two is vacant.

Access and Parking: Vehicular access to the existing single-family residence on Parcel One, as well as access to Parcel Two, is via a 12-foot wide private driveway easement off of Conejo Road. Parcel One also has a second driveway entrance along the northern boundary on Conejo Road.

PROPERTY CHARACTERISTICS

Assessor's Parcel Numbers:	019-042-014 (Parcel One) 019-042-012 & -013 (Parcel Two)	**General Plan Designation:**	Residential, one unit per acre; Major Hillside
Existing Parcel Sizes:		**Proposed Parcel Sizes:**	
Parcel One:	9.45 acres (gross)/ 9.19 acres (net)	Adjusted Parcel One:	9.33 acres (gross/net)
		Adjusted Parcel Two:	4.32 acres (gross)/ 4.09 acres (net)
Parcel Two:	4.22 acres (gross/net)		
Existing Land Use:	Single-family residential	**Proposed Land Use:**	Single-family residential
Zoning:	A-1,One-Family Residence		
Slope:	Existing Parcel One: 35.96% Existing Parcel Two: 65.60%	Adjusted Parcel One: 48.2% Adjusted Parcel Two: 33.3%	
Surrounding Land Uses:			
North:	Single-Family Residential		
South:	Single-Family Residential		
East:	Single-Family Residential		
West:	Single-Family Residential		

PLANS AND POLICY DISCUSSION

Land Use and Zoning Designations:

The General Plan Land Use designation for the project site is Residential, one unit per acre. The project site is located in the Cielito neighborhood of the City. The project site is located in the portion of the neighborhood that is also designated as Major Hillside. The existing development in the neighborhood consists of single-family residences, which are almost entirely on lots in excess of one acre in size. The topography varies from rolling to very steep, with existing development primarily on the rolling portions. As discussed in the Initial Study analysis, the proposed development envelope for Proposed Adjusted Parcel Two would be located on the northern (downhill) side of the project site and the majority of each adjusted parcel would remain undeveloped. The type of use (residential) and the intensity of the use appear to be appropriate according to the Land Use Plan. Therefore, the project is potentially consistent with the Land Use Element.

The project site is in the A-1, One-Family Residence zone. In the A-1 zone, the minimum lot size requirement is one acre (43,560 square feet). Slope density requirements are applied when slopes are greater than 10 %. In this case, since slopes are over 30%, the minimum lot area for new parcels is three acres (3.0 times minimum lot area). The proposed project would comply with this requirement because each adjusted parcel would be greater than three acres.

General Plan Policies:

The initial analysis indicates that the proposed project could be found consistent with the policies of the City's General Plan as discussed below.

1. Seismic Safety/Safety Element

The Seismic Safety/Safety Element requires that development be sited, designed and maintained to protect life, property, and public well-being from seismic and other geologic hazards, and to reduce or avoid adverse economic, social, and environmental impacts caused by hazardous geologic conditions. The Seismic Safety/Safety Element addresses a number

of potential hazards including, geology, seismicity, flooding, liquefaction, tsunamis, high groundwater, and erosion.

The project site is subject to a number of geologic and environmental constraints. As discussed in the Initial Study analysis, potential impacts associated with these hazards would be adequately addressed by implementing the required mitigation measures in order to reduce or avoid potential environmental impacts associated with unstable geologic conditions. Therefore, the project is potentially consistent with the Seismic Safety/Safety Element.

2. Conservation Element

City Conservation Element policies provide that significant environmental resources of the City be preserved and protected. The Conservation Element requires implementation of resource protection measures for archaeological, cultural and historic resources; protection and enhancement of visual, biological and open space resources; protection of specimen and street trees; maintenance of air and water quality; and minimizing potential drainage, erosion and flooding hazards. The following four policies directly apply to the proposed project:

Visual Resources Policy 2.0 "Development on hillsides shall not significantly modify the natural topography and vegetation."

> The proposed development envelope for Proposed Adjusted Parcel Two would be located on the northern (downhill) side of the project site and would have an average slope of 27%. The future construction of one new single-family residence will be compatible with the surrounding residential area and will not significantly alter the topography of the site. No significant vegetation would be removed. Therefore, the proposed project can be found potentially consistent with this policy.

Visual Resources Policy 3.0 "New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City."

> The proposed development envelope for Proposed Adjusted Parcel Two would be located on the northern (downhill) side of the project site and would only be visible from the immediate area along Conejo Road. The project is not anticipated to obstruct important public scenic views to the ocean or lower elevations of the City, and is not anticipated to substantially obstruct upper foothill or mountain views from the beach or lower elevations of the City. Therefore, the proposed project can be found potentially consistent with this policy.

Biological Resources Policy 4.0 "Remaining Coastal Perennial Grasslands and Southern Oak Woodlands shall be preserved, where feasible."

> The proposed project would protect the small clusters and individual native coast live oak trees along Conejo Road, although they are not considered part of a Southern Oak Woodland. These are the only substantial biological resources located on the site. Therefore, the project can be found potentially consistent with this policy.

Biological Resources Policy 5.0 "The habitats of rare and endangered species shall be preserved."

> The Biological Survey for the proposed project states no sensitive biological resources (special status plant, animal, or plant community), other than the small clusters and individual native coast live oak trees, were identified within or adjacent to the proposed development envelope of Proposed Adjusted Parcel Two. Therefore, the project can be found potentially consistent with this policy.

3. Open Space Element:

The Open Space Element is concerned primarily with conserving, providing, and improving, as appropriate, land and water areas significant in the Santa Barbara landscape. Those would be defined as the ocean, mountains, major hillsides, creeks, shoreline, major parks and the freeway. The project site is located in one of two Major Hillside areas of the City. Development on each adjusted parcel would be limited to a development envelope and a majority of each parcel would remain undeveloped. Therefore, the project can be found potentially consistent with the Open Space Element.

4. Housing Element:

The Housing Element encourages construction of a wide range of housing types to meet the needs of various household types. The proposed project would result in one additional housing unit. Therefore, the proposed project is potentially consistent with this goal of the Housing Element.

Housing Element Policy 3.3 "New development in or adjacent to existing residential neighborhood must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood."

The neighborhood surrounding the project site is comprised of single-family residential development. The size and design of a future residence would be subject to review and approval by the City's Single-Family Design Board (SFDB). Therefore, the proposed development would be potentially consistent with this policy of the Housing Element.

5. Circulation Element

The City's Circulation Element contains goals and implementing measures to reduce adverse impacts to the City's street system and parking by reducing reliance on the automobile, encouraging alternative forms of transportation, reviewing traffic impact standards, and applying land use and planning strategies that support the City's mobility goals. As discussed in the traffic section of the Initial Study, traffic and circulation impacts resulting from the proposed project are minor, and thus the proposed project could be found potentially consistent with the Circulation Element.

6. Noise Element:

The City's Noise Element includes policies intended to achieve and maintain a noise environment that is compatible with the variety of human activities and land uses in the City. The proposed project would not generate a substantial increase in existing ambient noise levels in the area due to the nature of the proposed use (one new residential unit). Short-term construction noise is minimized through implementation of the City's Noise Ordinance requirements. Therefore, the proposed project could be found potentially consistent with the Noise Element.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A draft Mitigation Monitoring and Reporting Program has been prepared for the project in compliance with Public Resources Code §21081.6. The draft MMRP is attached here as ***Exhibit B***.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Significant: Known substantial environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts that need further review to determine significance level and whether mitigable.

Potentially Significant, Mitigable: Potentially significant impacts that can be avoided or reduced to less than significant levels with identified mitigation measures agreed-to by the applicant.

Less Than Significant: Impacts that are not substantial or significant.

1. AESTHETICS Could the project:		NO	YES *Level of Significance*
a)	Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?	X	
b)	Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less Than Significant
c)	Create light or glare?		Less Than Significant

Visual Aesthetics - Discussion

Issues: Issues associated with visual aesthetics include the potential blockage of important public scenic views, project on-site visual aesthetics and compatibility with the surrounding area, and changes in exterior lighting.

Impact Evaluation Guidelines: Aesthetic quality, whether a project is visually pleasing or unpleasing, may be perceived and valued differently from one person to the next, and depends in part on the context of the environment in which a project is proposed. The significance of visual changes is assessed based on consideration of the proposed physical change and project design within the context of the surrounding visual setting. First, the existing visual setting is reviewed to determine whether important existing visual aesthetics are involved, based on consideration of existing views, existing visual aesthetics on and around the site, and existing lighting conditions. Under CEQA, the evaluation of a project's potential impacts to scenic views is focused on views from prominent viewpoints. The importance of existing views is assessed based on whether important visual resources such as mountains, skyline trees, or the coastline, can be seen, the extent and scenic quality of the views, and whether the views are experienced from prominent public viewpoints. The visual changes associated with the project are then assessed to determine whether the project would result in substantial effects associated with important public scenic views, on-site visual aesthetics, and lighting.

Significant visual aesthetics impacts may potentially result from:

- Substantial obstruction or degradation of important public scenic views, including important views from scenic highways; extensive grading and/or removal of substantial amounts of vegetation and trees visible from prominent public areas without adequate landscaping; or substantial loss of important public open space.
- Substantial negative aesthetic effect or incompatibility with surrounding land uses or structures due to project size, massing, scale, density, architecture, signage, or other design features.
- Substantial light and/or glare that poses a hazard or substantial annoyance to adjacent land uses and sensitive receptors.

Visual Aesthetics – Existing Conditions and Project Impacts

The existing two-story, single-family residence located at the ridge top is not clearly visible from any important public viewing places.

1.a) Scenic Views

The proposed development envelope for Proposed Adjusted Parcel Two would be located on the northern (downhill) side of the project site and would only be visible from the immediate area along Conejo Road. There would be *no impacts* to a scenic highway because the project site is not located on, nor is it visible from, a designated scenic highway. The project would result in *no impacts* to public or scenic views because there are no prominent public view points from which the project site can be viewed nor would the development result in a substantial loss of important public open space.

1.b) On-Site Aesthetics

A single-family residence and accessory structures would be located within the development envelope of Proposed Adjusted Parcel Two, an area with an average slope of less than 30%. Existing development in the project vicinity consists of single-family residences, although a majority of the residences in the area suffered damage in the 2008 Tea

Fire. The proposed project would result in the potential for development similar in height and bulk to the existing surrounding development. The project's on-site aesthetics impacts would be *less than significant* because the size, massing, scale and architecture of any future residence, as well as any proposed grading and landscaping, would be similar to existing development on the area and would be subject to review by the City's Single Family Design Board (SFBD) to ensure consistency with design guidelines for views, appropriate visual aesthetics, and compatibility, and lighting.

1.c) Lighting

A new single-family residence would introduce additional lighting onto the project site. All proposed exterior lighting would be subject to compliance with the requirements of SBMC Chapter 22.75, the City's Outdoor Lighting and Design Ordinance. The ordinance provides that exterior lighting be shielded and directed to the site such that no undue lighting or glare would affect surrounding residents or roads. Project impacts from lighting and glare would be *less than significant* because compliance with this ordinance, as well as review and approval of the lighting plan by the Single Family Design Board, will ensure that the proposed exterior lighting does not result in a significant impact.

Visual Aesthetics - Mitigation

No mitigation is required.

Visual Aesthetics - Residual Impacts

Less than significant.

2. AIR QUALITY Could the project:		**NO**	**YES** ***Level of Significance***
a)	Conflict with or obstruct implementation of the applicable air quality plan?		Less Than Significant
b)	Exceed any air quality emission threshold?		Less Than Significant
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is designated in non-attainment under an applicable federal or state ambient air quality standard?		Less Than Significant
d)	Expose sensitive receptors to substantial pollutants?		Less Than Significant
e)	Create objectionable odors?		Less Than Significant

Air Quality – Discussion

Issues. Air quality issues involve pollutant emissions from vehicle exhaust, stationary sources (i.e., gas stations, boilers, diesel generators, dry cleaners, oil and gas processing facilities, etc.), and minor stationary sources called "area sources" (i.e., residential heating and cooling, fireplaces, etc.) that contribute to smog, particulates and nuisance dust associated with grading and construction processes, and nuisance odors. Stationary sources of air emissions are of particular concern to sensitive receptors, as is construction dust and particulate matter. Sensitive receptors are defined as children, elderly, or ill people that can be more adversely affected by air quality emissions. Land uses typically associated with sensitive receptors include schools, parks, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and clinics.

Smog, or ozone, is formed in the atmosphere through a series of photochemical reactions involving interaction of oxides of nitrogen [NO_x] and reactive organic gasses [ROG] (referred to as ozone precursors) with sunlight over a period of several hours. Primary sources of ozone precursors in the South Coast area are vehicle emissions. Sources of particulate matter (PM_{10}) include demolition, grading, road dust, agricultural tilling, mineral quarries, and vehicle exhaust ($PM_{2.5}$).

The City of Santa Barbara is located within the South Coast Air Basin. The City is subject to the National Ambient Air Quality Standards and the California Ambient Air Quality Standards (CAAQS), which are more stringent than the national standards. The CAAQS apply to six pollutants: photochemical ozone, carbon monoxide, sulfur dioxide, nitrogen

dioxide, particulate matter, and lead. The Santa Barbara County Air Pollution Control District (SBCAPCD) provides oversight on compliance with air quality standards and preparation of the County Clean Air Plan.

Santa Barbara County is considered in attainment of the federal eight-hour ozone standard, and in attainment of the state one-hour ozone standard. The County does not meet the state eight-hour ozone standard or the state standard for particulate matter less than ten microns in diameter (PM_{10}); but does meet the federal PM_{10} standard. There is not yet enough data to determine the County's attainment status for either the federal standard for particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) or the state $PM_{2.5}$ standard, although the County would likely be in attainment for the federal 2.5 standard.

Global Climate Change (GCC) is a change in the average weather of the earth that can be measured by changes in wind patterns, storms, precipitation and temperature. Although there is not unanimous agreement regarding the occurrence, causes, or effects of GCC, there is a substantial body of evidence that climate change is occurring due the introduction of gases that trap heat in the atmosphere. Common greenhouse gases (GHG) include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, ozone and aerosols. Natural processes emit GHG that help to regulate the earth's temperature; however, it is believed that substantial increases in emissions from human activities, such as electricity production and vehicle use, have substantially elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. While other greenhouse gases have higher global warming potential, carbon dioxide is emitted in such vastly higher quantities that it accounts for 85 percent of the global warming potential of all greenhouse gases emitted by the United States. Greenhouse gas emissions, therefore, are typically measured in terms of mass carbon dioxide equivalents, which is the product of the mass of a particular greenhouse gas and its specific global warming potential (CO2 has a global warming potential of 1).

California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest contributor in the world); with transportation and electricity generation representing the two largest contributing factors (41 and 22 percent, respectively). According to the US EPA greenhouse gas emissions in the U.S. amounted to 7,260 million metric tons of carbon dioxide equivalent (MMTCO2e) in 2005. The California Energy Commission estimates that California emissions in 2004 were approximately 482 MMTCO2e.

Assembly Bill 32 created the California Global Warming Solutions Act of 2006 that requires the California Air Resources Board to adopt regulations to evaluate statewide greenhouse gas emissions, and then create a program and emission caps to limit statewide emissions to 1990 levels. The program is to be adopted by 2012 and implemented in a manner achieving emissions compliance by 2020. The California Air Resources Board has determined that for the purposes of implementing AB 32, that the 1990 level of greenhouse gas emissions in California was approximately 427 MMTCO2e. The California Air Resources Board also has estimated that without the implementation of additional greenhouse gas reduction strategies, the 2020 "business-as-usual" estimate for greenhouse gas emissions in California is 600 MMTCO2e. AB 32, therefore, creates an emission reduction goal for the state of 173 MMTCO2e by 2020. AB 32 does not directly amend CEQA or other environmental laws, but it does acknowledge that emissions of greenhouse gases cause significant adverse impacts to human health and the environment. Santa Barbara County Association of Governments and the County of Santa Barbara are currently in the process of developing greenhouse gas inventories and strategies to reduce emission consistent with AB 32. Further recently passed SB 375 requires the Air Resources Board to develop greenhouse gas emission reduction targets for automobiles and requires the development of regional transportation plans that would reduce transportation related emissions. Plans to meet SB 375 are still in development.

Impact Evaluation Guidelines: A project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with District regulations; or exceeding population forecasts in the adopted County Clean Air Plan.
- Exposing sensitive receptors, such as children, the elderly or sick people to substantial pollutant exposure.
- Substantial unmitigated nuisance dust during earthwork or construction operations.
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines: The City of Santa Barbara uses the SBCAPCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for ROC and NO_x, and 80 pounds per day for PM_{10};
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;

- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara.

Short-Term (Construction) Impacts Guidelines: Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased particulate matter (PM_{10}). Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions. However, SBCAPCD uses combined emissions from all construction equipment that exceed 25 tons of any pollutant except carbon monoxide within a 12-month period as a guideline threshold for determining significance of construction emission impacts.

Cumulative Impacts and Consistency with Clean Air Plan: If the project-specific impact exceeds the ozone precursor significance threshold, it is also considered to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent Clean Air Plan growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. The Santa Barbara County Association of Governments and Air Resources Board on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Global Climate Change: Recent State legislation and opinions by the California Attorney General have indicated that CEQA evaluations should include an assessment of a project's potential to contribute to global climate change impacts. On December 20, 2009 the Natural Resources Agency adopted CEQA Guideline Amendments that include the addition of a requirement for impact evaluations and significance determinations related to greenhouse gas emissions and global climate change. The newly revised CEQA Guidelines Appendix G thresholds for greenhouse gases state that a project would have a significant impact if it would: 1) Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment; or 2) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases. California Air Resources Board, local air districts, and other agencies are still in the process of developing further detailed methodology to determine compliance with these general thresholds.

Air Quality – Existing Conditions and Project Impacts

2.a) Clean Air Plan

The project would result in the addition of one housing unit to the City.

The 2007 Clean Air Plan (CAP) uses 2002 Regional Growth Forecasts from the Santa Barbara Council of Governments (SBCAG) as a basis for its emission estimates. The 2002 SBCAG Regional Growth Forecast states that the projection for residential growth in Santa Barbara in the five year period from 2005 to 2010 is 554 housing units. On an annual basis this equates to approximately 111 housing units. The City of Santa Barbara records indicate that a total of 341 new units were issued Certificates of Occupancy (C of O) from 2005 to 2009. Only in 2006 did the number of units issued a C of O in the City of Santa Barbara exceed 100 (it was 109). For example, thirty-nine (39) net new residential units were constructed in 2009 in the City of Santa Barbara (the last year for which records are available), well below the SBCAG housing projection of 111 units. Therefore, it is anticipated that the project will be well within the growth assumptions used for the preparation of the CAP and the project is therefore consistent with the CAP on an annual basis. In a five year timeframe the project is also well within the projected growth rate used for CAP (projection of 554 units and 341 units issued C of O) and consistent with the CAP on a five year basis.

The proposed project impacts related to direct and indirect emissions would be *less than significant* because the increase is accounted for in the 2007 Clean Air Plan emissions. With the implementation of the recommended air quality mitigation measures, including construction dust suppression, consistent with CAP and City policies, the impacts of the proposed project would be further reduced.

2.b) Air Pollutant Emissions

Long-Term (Area Source & Operational) Emissions:

Using the URBEMIS 9.2.4 computer model (***Exhibit C***), it is estimated that the long-term vehicle emissions resulting from the proposed project would be an estimated 0.2 pounds per day of ROG and NOx, which is substantially below significance thresholds of 25 pounds per day as adopted by the APCD and the City of Santa Barbara. Also, ROG and NOx for all sources during operations would be approximately 0.3 pounds per day where the threshold would be 240 pounds per day. It is estimated that PM_{10} from source and operations would be approximately 0.1 pounds per day where the threshold is 80 pounds per day. The proposed project impacts on long-term (area source & operational) emissions would be *less than significant* because the emissions would be substantially below the thresholds as stated above.

Short-Term (Construction) Emissions:

Grading, paving, and landscaping activities associated with a new residence could result in localized dust related impacts resulting in increases in particulate matter (PM_{10}) emissions. The proposed project impacts on short-term (construction) emissions for one potential new single-family residence would be *less than significant* because of the limited amount of construction. With the recommended mitigations for dust control and compliance with APCD requirements for construction equipment engines, the impacts of the proposed project would be further reduced.

Global Climate Change:

Sources of carbon dioxide emissions that could result from the project include project-related traffic, natural gas use, landscape maintenance, consumer product use, solid waste generation, site lighting, and potable water delivery. Long-term emissions of carbon dioxide that would result from the development of the project were estimated using the URBEMIS 9.2.4 computer model and SBAPCD emission factors. The model estimates carbon dioxide emissions of 79.3 pounds per day from project operation.

The California Energy Commission (CEC) estimates that California emissions in 2004 were approximately 492 MMTCO2e. The project's long-term emissions of carbon dioxide were estimated to be approximately 14.5 tons per year, and would not hinder the State's attainment of greenhouse gas emission reductions under AB 32 (173 MMTCO2e by 2020). The project would be required to comply with the City's energy efficiency ordinance (Santa Barbara Municipal Code, Chapter 22.82), which requires energy efficiency measures that are greater than Title 24 of the California Code of Regulations. The City's energy efficiency ordinance requires 10, 15, or 20% less energy usage than Title 24 depending on if the project is a non-residential, high rise residential, or low rise residential project, respectively. Finally, the project would not exceed other air quality significance thresholds adopted by the APCD. Further, the project does not require general plan or zoning changes, meaning that this type and density of development was anticipated by previous planning documents that have undergone CEQA review. The project would contribute a very small portion of the cumulative CO_2 emissions on a statewide, regional, and local basis.

The proposed project impacts related to greenhouse gas emissions would be *less than significant* because it would not result in substantial greenhouse gas emissions or impede the ability of the State to attain greenhouse gas reduction goals.

2.c) Cumulative Impacts

The proposed project impacts related to cumulative project emissions would be *less than significant* because project impacts do not exceed any adopted project-level significance thresholds and the project is consistent with the CAP.

2.d) Sensitive Receptors

The area would be affected by dust and diesel particulate matter (diesel, PM) from construction equipment and vehicle exhaust temporarily during project site grading and construction. There are no sensitive receptors located adjacent to the project site. Particulate emissions from diesel exhaust are classified as carcinogenic by the State of California. The proposed project impacts associated with nuisance dust and diesel PM would be *less than significant* because they are temporary, limited, and localized. The APCD has requirements regarding dust control and construction equipment engines that have been included as recommended mitigations measures. With the implementation of these recommended mitigation measures, the impacts of the proposed project would be further reduced.

2.e) Odors

The proposed project would include the potential for only one residential unit, which would not be a substantial source of objectionable odors. The project would not contain features with the potential to emit substantial odorous emissions, from sources such as commercial cooking equipment, combustion or evaporation of fuels, sewer systems, or solvents and

surface coatings. The proposed project impacts related to odors would be *less than significant* because of the nature of the proposed land use and limited size of the project.

Air Quality – Recommended Mitigation

AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-2 Construction Dust Control - Watering. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to achieve minimum soil moisture of 12% to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas every three hours. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin and maintain a freeboard height of 12 inches.

AQ-4 Construction Dust Control – Gravel Pads. Gravel pads, 3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes or a pipe-grid track out control device shall be installed to reduce mud/dirt track out from unpaved truck exit routes.

AQ-5 Construction Dust Control – Disturbed Area Treatment. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind erosion. This may be accomplished by:

- Seeding and watering until grass cover is grown;
- Spreading soil binders;
- Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
- Other methods approved in advance by the Air Pollution Control District.

AQ-6 Construction Dust Control – Paving. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-7 Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist by applying water at a rate of 1.4 gallons per hour per square yard, or treated with soil binders to prevent dust generation. Apply cover when wind events are declared.

AQ-8 Construction Dust Control – Project Environmental Coordinator (PEC). The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when construction work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading for the structure.

AQ-9 Exhaust Emissions – Engines. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be used.

AQ-10 Engine Size. The engine size of construction equipment shall be the minimum practical size.

AQ-11 Equipment Numbers. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

AQ-12 Equipment Maintenance. Construction equipment shall be maintained to meet the manufacturer's specifications.

AQ-13 Engine Timing. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

AQ-14 Catalytic Converters. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-15 Diesel Catalytic Converters. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-16 Diesel Replacements. Diesel powered equipment shall be replaced by electric equipment whenever feasible.

AQ-17 Idling Limitation. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units shall be used whenever possible.

AQ-18 Worker Trips. Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.

AQ-19 Biodiesel. Biodiesel shall be used to the maximum extent feasible.

AQ-20 Energy Use. Minimize the use of energy by designing and constructing structures using sustainable development principles including green building designs and materials.

Air Quality - Residual Impacts

Less than significant.

3. BIOLOGICAL RESOURCES Could the project result in impacts to:		NO	YES *Level of Significance*
a)	Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Less than significant
b)	Locally designated historic, Landmark or specimen trees?		Potentially significant, mitigable
c)	Natural communities (e.g. oak woodland, coastal habitat, etc.).		Less than significant
d)	Wetland habitat (e.g. marsh, riparian, and vernal pool)?	X	
e)	Wildlife dispersal or migration corridors?		Less than significant

Biological Resources - Discussion

Issues: Biological resources issues involve the potential for a project to substantially affect biologically-important natural vegetation and wildlife, particularly species that are protected as rare, threatened, or endangered by federal or state wildlife agencies and their habitat, native specimen trees, and designated landmark or historic trees.

Impact Evaluation Guidelines: Existing native wildlife and vegetation on a project site are assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important biological resources exist, project effects to the resources are evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination or substantial reduction or disruption of important natural vegetative communities and wildlife habitat or migration corridors, such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to important native specimen trees or designated landmark or historic trees.

Biological Resources – Existing Conditions and Project Impacts

A Biological Survey Letter prepared by Rachel Tierney, dated November 9, 2009 (revised March 3, 2010) is incorporated by reference and summarized herein (***Exhibit D***). The survey analyzed only the proposed development envelope for Proposed Adjusted Parcel Two. The letter states that the prevailing vegetation consists mainly of non-native grasses, common weeds and coyotebrush and that the plant community could be classified as "disturbed coyotebrush scrub". A few small clusters and individual native coast live oak trees are established along Conejo Road, just inside and outside the

fence line, within the proposed development envelope. Given the existing vegetation, a number of bird species, reptile species and amphibians are likely to occur onsite. Small mammals, and occasionally medium and large mammals, may also visit the site. The small clusters of coast live oaks would be expected to support acorn woodpeckers and hairy woodpeckers; however, the potential for nesting raptors to be present in these trees is minimal due to their location adjacent to the road and their small stature. Other than the individual coast live oak trees, no other sensitive biological resources (special status plant, animal, or plant community) were identified within or adjacent to the proposed development envelope of Proposed Adjusted Parcel Two.

3.a) Rare/Endangered species or their habitats

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. The proposed project impacts to endangered, threatened or rare species or their habitats would be *less than significant* because no sensitive biological resources, other than a few small clusters and individual native coast live oak trees (see below), are present within the proposed development envelope and the potential for nesting raptors to be present in the clusters of coast live oak trees is minimal. However, whenever there are any existing trees, there is a remote possibility of encountering nesting birds that migrate up and down the western USA. With the implementation of the required nesting bird protection mitigation measure, the impacts of the proposed project would be further reduced.

3.b) Specimen Trees

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. There are no City-designated historic, landmark, or specimen trees within the project area to be removed. Other than the few small clusters and individual coast live oak trees located close to Conejo Road, no other trees are present within the proposed development envelope. City policies address the protection and replacement of oak trees. The proposed project impacts would be *potentially significant, mitigable* because the existing individual coast live oaks trees have the potential to be damaged by grading and construction activities. With the implementation of required oak tree protection measures listed below, the impacts would be reduced to a less than significant level.

3.c) Natural Communities

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. The proposed project impacts to sensitive natural communities would be *less than significant* because no sensitive biological resources, other than a few small clusters and individual native coast live oak trees, are present within the proposed development envelope. The existing oak trees are not considered part of a larger oak grove or oak woodland habitat.

3.d) Wetland Habitat

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. The proposed project would have *no impact* on wetland habitat because no wetlands were identified on the entire site.

3.e) Wildlife Dispersal

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. No other development would occur on the project site. The proposed project impacts to wildlife dispersal would be *less than significant* because the majority of both adjusted parcels would be maintained in their natural state and would remain available for wildlife to traverse the site.

Biological Resources – Required Mitigation

BIO-1 Nest Protection. Proposed project activities, including tree and vegetation removal, shall occur outside the breeding bird season (February 1 – August 15). If project activities cannot be feasibly avoided during the bird nesting season, the project proponent shall conduct a survey prior to construction, using a qualified biologist approved by the City Environmental Analyst, to detect protected nesting native birds in the vegetation and trees being trimmed and within 300 feet of the construction work area. The survey shall be conducted no more than three days before construction is initiated. If an active nest is located, construction within 500 feet of a raptor nest and 300 feet of any other nesting bird and vegetation trimming shall be postponed until the nest is vacated and juveniles have fledged and this has been confirmed by the qualified biologist.

BIO-2 Oak Tree Protection Measures. The following provisions shall apply to existing oak trees on site:

a. During construction, fencing or protective barriers shall be placed around and three feet outside of the dripline of all oak trees located within 25 feet of any grading.

b. No grading shall occur under any oak tree dripline, except as indicated on the drainage and grading plan for construction of the single-family residence. Grading within the dripline during construction of this area shall be minimized and shall be done with light (one ton or less) rubber-tired equipment or by hand. If use of larger equipment is necessary within the dripline of any oak, it shall only be operated under the supervision and direction of a qualified Arborist.

c. A qualified Arborist shall be present during any grading or excavation adjacent to or beneath the dripline of any oak tree. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound. Any thinning or root pruning and trimming shall be done under the direction of a qualified Arborist.

d. No storage of heavy equipment or materials, or parking shall take place within five (5) feet of the dripline of any oak tree.

e. Oak seedlings and saplings less than four inches (4") at four feet (4') above the ground that are removed during construction shall be transplanted where feasible. If transplantation is not feasible, replacement trees shall be planted at a minimum one to one (1:1) ratio. Replacement trees shall be a minimum of one (1) gallon size derived from South Coastal Santa Barbara County stock.

Biological Resources - Residual Impacts

Less than significant.

4. CULTURAL RESOURCES Could the project:		NO	YES *Level of Significance*
a)	Disturb archaeological resources?	X	
b)	Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	X	
c)	Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	X	

Cultural Resources - Discussion

Issues: Archaeological resources are subsurface deposits dating from Prehistoric or Historical time periods. Native American culture appeared along the channel coast over 10,000 years ago, and numerous villages of the Barbareno Chumash flourished in coastal plains now encompassed by the City. Spanish explorers and eventual settlements in Santa Barbara occurred in the 1500's through 1700's. In the mid-1800's, the City began its transition from Mexican village to American city, and in the late 1800's through early 1900's experienced intensive urbanization. Historic resources are above-ground structures and sites from historical time periods with historic, architectural, or other cultural importance. The City's built environment has a rich cultural heritage with a variety of architectural styles, including the Spanish Colonial Revival style emphasized in the rebuilding of Santa Barbara's downtown following a destructive 1925 earthquake.

Impact Evaluation Guidelines: Archaeological and historical impacts are evaluated qualitatively by archeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA *Guidelines* and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Cultural Resources – Existing Conditions and Project Impacts

4.a) Archaeological Resources

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. The proposed project would have *no impact* to archaeological resources because the project site is not located in any cultural resource sensitivity areas according to the City's MEA and no archaeological resources are therefore expected to occur in the project area.

4.b) Historic Resources

The proposed project would have *no impact* on historic resources because the project site is currently developed with a single-family residence that was originally constructed in 1974 and no existing historic resources have been identified on the project site.

4.c) Ethnic/Religious Resources

The proposed project would have *no impact* on ethnic or religious resources because there is no evidence that the site involves any ethnic or religious use or importance.

Cultural Resources – Mitigation

No mitigation is required.

Cultural Resources - Residual Impacts

No Impact.

5. GEOPHYSICAL CONDITIONS Could the project result in or expose people to:		*NO*	*YES* *Level of Significance*
a)	Seismicity: fault rupture?		Less Than Significant
b)	Seismicity: ground shaking or liquefaction?		Less Than Significant
c)	Seismicity: seiche or tsunami?	X	
d)	Landslides or mudslides?		Potentially Significant, Mitigable
e)	Subsidence of the land?		Less Than Significant
f)	Expansive soils?		Potentially Significant, Mitigable
g)	Excessive grading or permanent changes in the topography?		Less Than Significant

Geophysical Conditions - Discussion

Issues: Geophysical impacts involve geologic and soil conditions and their potential to create physical hazards affecting persons or property; or substantial changes to the physical condition of the site. Included are earthquake-related conditions such as fault rupture, groundshaking, liquefaction (a condition in which saturated soil loses shear strength during ground shaking); or seismic sea waves; unstable soil or slope conditions, such as landslides, subsidence, expansive or compressible/collapsible soils; or erosion; and extensive grading or topographic changes.

Impact Evaluation Guidelines: Potentially significant geophysical impacts may result from:

- Exposure to or creation of unstable earth conditions due to seismic conditions, such as earthquake faulting, groundshaking, liquefaction, or seismic waves.
- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.

- Extensive grading on slopes exceeding 20%, substantial topographic change, destruction of unique physical features; substantial erosion of soils, overburden, or sedimentation of a water course.

Geophysical Conditions – Existing Conditions and Project Impacts

The project site is located in an area where there are slopes over 30%. Slopes descend north, east and south from the hill top area located at the western side of the property. Parcel One has an average slope of 35.96% and Parcel Two has an average slope of 65.6%.

5.a) Fault Rupture

An Engineering Geologic Report prepared for the proposed project by Gold Coast Geoservices, Inc. is incorporated by reference ***(Exhibits E & F)*** and summarized below. No known active faults have been identified on the project site.

The proposed project impacts related to fault rupture would be *less than significant* because there are no known active faults on the project site and no evidence of primary ground surface fault rupture was observed within the proposed development area. The relative risk of surface fault rupture in the event of an earthquake along the Mission Ridge fault is considered to be low.

5.b) Ground Shaking or Liquefaction

The project would result in the potential for construction of one new single-family residence in a potentially active seismic area. Substantial ground shaking as a result of a local or regional earthquake activity is likely to occur during the life of the project. Future development would be required to comply with building code requirements that would minimize potential hazards associated with ground shaking. Therefore, ground shaking impacts would be *less than significant.*

The proposed project impacts related to liquefaction would be *less than significant* because the City's MEA identifies the project site as having minimal liquefaction potential and the Engineering Geologic Report states that liquefaction is unlikely because the site is underlain by Rincon Shale, which is not a potentially liquefiable formation.

5.c) Seiche or Tsunami

The proposed project would have *no impacts* related to seiche or tsunamis because no enclosed water bodies are located in proximity to the project area and the project site is located outside the tsunami run-up zone.

5.d) Landslides or Mudslides

The project would result in the potential for construction of one new single-family residence. Landslides have occurred within the Sycamore Canyon and Conejo Road area in historic times and have caused damage to property and roads. The project site is not located within the "Conejo Slide Mass C" area, which is located east of the project site.

The Engineering Geologic Report states that indicators of soil slippage and/or shallow soil slumps are evident along the lower slope area at the north-northeast side of Proposed Adjusted Parcel Two and at the east-southeast side of Proposed Adjusted Parcel One (see Geologic Map). No evidence of deep landslide movement was observed or encountered in the exploratory borings.

The results of the slope stability analysis indicate that portions of the site do not have the adequate factors of safety against seismically-induced landslide hazard; therefore, a "Restricted Use Area" is recommended for those areas. In these areas, no development would be allowed. The calculated factors of safety are considered to be adequate for the proposed development area on Proposed Adjusted Parcel Two.

The proposed project impact related to landslides would be *potentially significant, mitigable* because there are areas on the site that do not have the adequate factors of safety against seismically-induced landslide hazard. The recordation of a "Restricted Use Area" on each Adjusted Parcel that would prohibit any development in those designated areas and would only allow development within the proposed development envelopes would reduce the impacts to a less than significant level.

5.e) Subsidence of Land

The proposed project impacts related to subsidence would be *less than significant* because the proposed development area is underlain by dense well-consolidated bedrock. All proposed foundations would be constructed per the recommendations of the Engineering Geologic Report.

5.f) Expansive Soils

The project would result in the potential for construction of one new single-family residence within an area identified in the City's MEA and the Engineering Geologic Report as having highly expansive clay soils, which can cause significant

damage to foundation systems, concrete slabs-on-grade and concrete flatwork, and are considered creep-prone, which is unsuitable as foundation bearing material.

The proposed project impact would be *potentially significant, mitigable* because of the creep-prone and highly expansive clay soils. The report recommends that foundation elements penetrate the soil material and derive bearing support from the underlying dense Rincon Shale. Adherence to the recommendations in the report regarding the design and construction of any new development would reduce the impact to a less than significant level.

5.g) Excessive Grading or Topography Changes

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two.

The proposed project impact would be *less than significant* because grading within the development envelope would be on slopes averaging less than 30% and would not result in a substantial alteration of the natural landform or substantially change the appearance of the existing topography of the site.

Geophysical Conditions – Required Mitigation

G-1 **Restricted Use Area.** Each Adjusted Parcel shall have a "Restricted Use Area", as shown on the Geologic Map dated May 2009, prepared by Gold Coast Geoservices, Inc., where no development is allowed. The "Restricted Use Area" shall be recorded on each Adjusted Parcel as part of the Lot Line Adjustment.

G-2 **Engineering Geologic Report Recommendations.** Site preparation, grading and project construction shall be in accordance with the recommendations contained in the Engineering Geologic Report prepared by Gold Coast Geoservices, Inc., dated July 27, 2008 (Geologic Map dated May 2009). Compliance shall be demonstrated on plans submitted for grading and/or building permits.

Geophysical Conditions – Residual Impacts

Less than significant.

6. HAZARDS Could the project involve:		**NO**	**YES** ***Level of Significance***
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less Than Significant
b)	The creation of any health hazard or potential health hazards?		Less Than Significant
c)	Exposure of people to existing sources of potential health hazards?	X	
d)	Increased fire hazard in areas with flammable brush, grass, or trees?		Potentially Significant, Mitigable

Hazards - Discussion

Issues: Hazardous materials issues involve the potential for public health or safety impacts from exposure of persons or the environment to hazardous materials or risk of accidents involving combustible or toxic substances.

Impact Evaluation Guidelines: Significant impacts may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or groundwater contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.

- Siting of development in a high fire hazard areas or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard.

Hazards – Existing Conditions and Project Impacts

6.a) Hazardous Substances

Potential construction on the project site would result in the use of equipment that involves fuel, and oil use. There is a potential for this oil and fuel to be released on the site. In the unlikely event of a spill, the project would be subject to all applicable State and local requirements for management of spill clean up.

Residential uses involve the use of small amounts of hazardous materials such as cleaning supplies, pesticides, paints and automotive fluids. There are several existing programs designed to inform the public of this issue and provide opportunities to dispose of household hazardous waste.

The proposed project impact from the release of hazardous substances would be *less than significant* because of the limited quantities of hazardous materials that would be used on the project site and any usage of hazardous substances would be subject to all applicable State and local requirements for management and disposal of such materials.

6.b) Creation of Health Hazards

The project would result in the potential for construction of one new single-family residence. The proposed residential use is not anticipated to create any new hazards. Hazardous materials usage on the site would likely be limited to the storage and use of relatively small quantities of materials such as paint, oils, cleaners, and landscape maintenance materials. The proposed project impact from the creation of hazardous materials would be *less than significant* because of the limited quantities of hazardous materials that would be used on the project site and any usage of hazardous materials would be subject to all applicable State and local requirements for management and disposal of such materials.

6.c) Exposure to Health Hazards

The project would result in the potential for construction of one new single-family residence. The proposed project would have *no impact* regarding exposure to health hazards because the project site is not near any pipelines or other potential sources of safety hazards.

6.d) Fire Hazard

The project would result in the potential for construction of one new single-family residence in a High Fire Hazard Area. The project would be subject to Fire Department, California Building and Fire Code requirements for adequate access, defensible space, structural design and materials.

The proposed project impacts related to high fire would be *potentially significant, mitigable* because the project site is in the city's High Wildland Fire Hazard area. Compliance with the City's High Wildland Fire Hazard requirements for vegetation clearance and landscape design are identified as mitigation to reduce project related wildland fire hazard impacts to a *less than significant* level.

Hazards – Required Mitigation

H-1 High Fire Vegetation Management. Developments located in the High Fire Hazard area are required to maintain vegetation to create an effective fuel break by thinning dense vegetation (mosaic style) and removing dry brush, flammable vegetation and combustible growth from areas within 100 feet of all buildings or structures (or 150 feet in areas with slopes greater than 30%). The owner shall perform the following maintenance annually for the life of the project.

- Cut and remove hazardous brush, shrubs, and flammable vegetation such as dry grass and weeds within 100 feet of any structure (or 150 feet in areas with slopes greater than 30%) and within 2 inches of the ground.
- Thin brush from streets and driveways both horizontally and vertically along the property. Flammable vegetation must be cleared on each side of the street or driveway for a distance of 10 feet and a vertical distance of 13 feet, 6 inches. Vegetation must be cut to within 2 inches of the ground. This applies to the public or private driveway and any public or private streets that border the property.
- Remove dead wood, trim the lower branches, and limb all live trees to 6 feet above the ground (or as much as possible with younger, smaller trees), especially trees adjacent to buildings.

- Trim tree limbs back a minimum distance of 10 feet from any chimney opening.
- Remove all dead trees from the property.
- Maintain the roof of all structures free of leaves, needles or other vegetative debris.
- Legally dispose of all cut vegetation, including any debris left from previous tree trimming and brush removal. Cut vegetation may be chipped and spread throughout the property as a ground cover, up to 12 inches in depth, and at least 30 feet from any structure.

H-2 Landscape Plan. Any final landscape plan shall adhere to the Fire Department Landscape Guidelines for properties that are in the High Fire Hazard area. These plans shall be reviewed and approved by the Fire Department.

Hazards – Residual Impacts

Less than significant.

7. NOISE Could the project result in:		NO	YES *Level of Significance*
a)	Increases in existing noise levels?		Less Than Significant
b)	Exposure of people to severe noise levels?		Less Than Significant

Noise - Discussion

Issues: Noise issues are associated with siting of a new noise-sensitive land use in an area subject to high ambient background noise levels, siting of a noise-generating land use next to existing noise-sensitive land uses, and/or short-term construction-related noise.

The primary source of ambient noise in the City is vehicle traffic noise. The City Master Environmental Assessment (MEA) *Noise Contour Map* identifies average ambient noise levels within the City.

Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). The Equivalent Noise Level (L_{eq}) is a single noise level, which, if held constant during the measurement time period, would represent the same total energy as a fluctuating noise. L_{eq} values are commonly expressed for periods of one hour, but longer or shorter time periods may be specified. In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.

Guidance for appropriate long-term background noise levels for various land uses are established in the City General Plan Noise Element Land Use Compatibility Guidelines. Building codes also establish maximum average ambient noise levels for the interiors of structures.

High construction noise levels occur with the use of heavy equipment such as scrapers, rollers, graders, trenchers and large trucks for demolition, grading, and construction. Equipment noise levels can vary substantially through a construction period, and depend on the type of equipment, number of pieces operating, and equipment maintenance. Construction equipment generates noise levels of more than 80 or 90 dB(A) at a distance of 50 feet, and the shorter impulsive noises from other construction equipment (such as pile drivers and drills) can be even higher, up to and exceeding 100 dB(A). Noise during construction is generally intermittent and sporadic, and after completion of the initial demolition, grading and site preparation activities, tends to be quieter.

The Noise Ordinance (Chapter 9.16 of the Santa Barbara Municipal Code) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The

ordinance establishes limitations on hours of construction and motorized equipment operations, and provides criteria for defining nuisance noise in general.

Impact Evaluation Guidelines: A significant noise impact may result from:

- Siting of a project such that persons would be subject to long-term ambient noise levels in excess of Noise Element land use compatibility guidelines as follows:
  - Residential: Normally acceptable maximum exterior ambient noise level of 60 dB(A); maximum interior noise level of 45 dB(A).
- Substantial noise from grading and construction activity in close proximity to noise-sensitive receptors for an extensive duration.

Noise – Existing Conditions and Project Impacts

7.a) Increased Noise Level

Long-Term Operational Noise:

The project would result in the potential for construction of one new single-family residence in an area subject to average ambient noise levels from roadway noise of less than 60 dBA, as shown on the City's Master Environmental Assessment noise contour maps. The Noise Element establishes 60 dBA as the acceptable exterior noise level for residential uses. No substantial noise generation is anticipated to occur as a result of the proposed residential use. The proposed project long-term operational noise impacts would be *less than significant* because the project site would not be subject to high noise levels nor would the project cause high operational noise levels.

Temporary Construction Noise:

The project would result in the potential for grading and construction of one new single-family residence. Uses near the project site are residential. Noise from grading and construction equipment, truck traffic and vibration would affect surrounding residential uses during the approximately 12-month construction period.

The proposed project impacts from grading and construction would be *less than significant* because the noise generated would be short term, and generally intermittent and sporadic. The level of the adverse effect from the temporary construction activities would be further reduced through adherence to the City's Noise Ordinance requirements that limit construction to weekday daytime hours when residents are less sensitive to noise increases.

7.b) Exposure to High Noise Levels

The project would result in the potential for construction of one new single-family residence. The proposed project impacts from construction and operation of one new single-family residence would be *less than significant* because the use would result in intermittent temporary noise during construction during hours limited by City ordinance, minor noise generation due to a small increase in traffic and typical use of a single-family residence, and maintenance.

Noise – Mitigation

No mitigation is required.

Noise – Residual Impact

Less than significant.

8. POPULATION AND HOUSING Could the project:		NO	YES Level of Significance
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?		Less Than Significant
b)	Displace existing housing, especially affordable housing?	X	

Population and Housing - Discussion

Impact Evaluation Guidelines: Issues of potentially significant population and housing impacts may involve:

- Growth inducement, such as provision of substantial population or employment growth or creation of substantial housing demand; development in an undeveloped area, or extension/ expansion of major infrastructure that could support additional future growth.
- Loss of a substantial number of housing units, especially loss of more affordable housing.

Population and Housing – Residual Impact

The project site is located within an urban area developed with single-family homes. All utility services are available at the project site.

8.a) Growth-Inducing Impacts

The project would result in the potential for construction of one new single-family residence in an urbanized area that is currently served by all required infrastructure. The project would not involve a substantial increase in major public facilities such as extension of water or sewer lines or roads that would facilitate other growth in the area. The project would not involve substantial employment growth that would increase population and housing demand. Based upon the 2000 United States Census data, there is an estimate of 2.47 residents per household in the City of Santa Barbara. Using that figure, one residential unit could generate approximately 2 to 3 new residents. This would amount to less than 1% of the City's 2006 population of 85,681.

The proposed project impacts to growth would be *less than significant* because the existing infrastructure in the area is adequate to serve the proposed project. The project would not require extension of major infrastructure and would result in a small increase in population and housing that would be insufficient to substantially increase demand for goods and services.

8.b) Housing Displacement

The project would result in the potential for construction of one new single-family residence. The proposed project would have *no impact* on housing displacement because the project would not involve the demolition of any existing residences.

Population and Housing - Mitigation

No mitigation is required.

Population and Housing – Residual Impact

Less than significant.

9. PUBLIC SERVICES		NO	YES
	Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:		*Level of Significance*
a)	Fire protection?		Less Than Significant
b)	Police protection?		Less Than Significant
c)	Schools?		Less Than Significant
d)	Maintenance of public facilities, including roads?		Less Than Significant
e)	Other governmental services?		Less Than Significant
f)	Electrical power or natural gas?		Less Than Significant
g)	Water treatment or distribution facilities?		Less Than Significant
h)	Sewer or septic tanks?		Less Than Significant
i)	Water distribution/demand?		Less Than Significant
j)	Solid waste disposal?		Less Than Significant

Public Services - Discussion

Issues: This section evaluates project effects on fire and police protection services, schools, road maintenance and other governmental services, utilities, including electric and natural gas, water and sewer service, and solid waste disposal.

Impact Evaluation Guidelines: The following may be identified as significant public services and facilities impacts:

- Creation of a substantial need for increased police department, fire department, road maintenance, or government services staff or equipment.
- Generation of substantial numbers of students exceeding public school capacity where schools have been designated as overcrowded.
- Inadequate water, sewage disposal, or utility facilities.
- Substantial increase in solid waste disposal to area sanitary landfills.

Public Services – Existing Conditions and Project Impacts

The project site is located in an urban area where all public services are available. In 2005, the City prepared a General Plan Update: 2030 Conditions, Trends, and Issues Report (CTI Report, September 2005) that examined existing conditions associated with fire protection, police protection, library services, public facilities, governmental facilities, electrical power, and natural gas. The CTI Report specifically analyzed whether there were deficiencies existing or anticipated for each of the public services. The CTI report determined that police, fire protection services, and library services are being provided at acceptable levels to the City. In addition, the CTI Report determined that electricity, natural gas, telephone, and cable telecommunication services are being provided at acceptable service levels and utility companies did not identify any deficiencies in providing service in the future. Finally, the CTI Report determined that demand for City buildings and facilities will continue to be affected by growth, although no appropriate/acceptable levels of service have been established.

The City of Santa Barbara's water supply comes from the following sources, with the actual share of each determined by availability and level of customer demand: Lake Cachuma and Tecolote Tunnel, Gibraltar Reservoir and Mission Tunnel, 300 Acre Feet per Year (AFY) of contractual transfer from Montecito Water district, groundwater, State Water Project, recycled water, and, under extreme conditions, desalination. Conservation and efficiency improvements are projected to contribute to the supply by displacing demand that would otherwise have to be supplied by additional sources. In 1994, based on the comprehensive review of the City's water supply in the Long Term Water Supply Alternatives Analysis (LTWSAA), the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to use the above sources to meet the projected demand of 17,900 AFY (including 1,500 AFY of demand projected to be met with conservation) plus a 10 percent safety margin for a total of 19,700 AFY. Therefore, deducting the projected demand met by conservation, the target for the amount of water the system will actually have to supply,

including the safety margin, is 18,200 AFY. With conservative assumptions reflecting current uncertainty about some supplies, this value may be closer to 17,000 AFY, however demand is considerably lower than projected at this point than what was projected in the LTWSP. The draft 2009 Water Supply Management Report documents an actual system demand of 13,791 AFY compared to projected demand of 16,400 AFY in the LTWSP.

Most of the waste generated in the City is transported on a daily basis to seven landfills located around the County. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity. The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. The County assumes a 1.2% annual increase (approximately 4000 tons per year (TPY)) in solid waste generation over the 15-year period.

The County's threshold for project specific impacts to the solid waste system is 196 tons per year (this figure represents 5% of the expected average annual increase in solid waste generation [4000 TPY]). Source reduction, recycling, and composting can reduce a project's waste stream by as much as 50%. If a proposed project generates 196 or more tons per year after reduction and recycling efforts, impacts would be considered significant and unavoidable.

Proposed projects with a project specific impact as identified above (196 TPY or more) would also be considered cumulatively significant, as the project specific threshold of significance is based on a cumulative growth scenario. However, as landfill space is already extremely limited, any increase in solid waste of 1% or more of the expected average annual increase in solid waste generation [4000 TPY], which equates to 40 TPY, is considered an adverse cumulative impact.

9.a) Fire Protection

The project would result in the potential for construction of one new single-family residence in a High Fire Hazard Area. All construction and landscape design, defensible space, and materials would be required to comply with the Building Code, California Fire Code, and the vegetation fuels management portions of the Wildland Fire Plan. The project is not anticipated to create a substantial increase in demand on fire protection services.

The proposed project impacts related to fire protection would be *less than significant* because fire protection services would be provided at acceptable levels.

9.b) Police Protection

The project would result in the potential for construction of one new single-family residence in a residential area. The project is not anticipated to create a substantial increase in demand on police protection services. The proposed project impacts related to police services would be *less than significant* because police services are adequate to serve the increase in development in the City.

9.c) Schools

The project would result in the potential for construction of one new single-family residence in an area that is served by the Santa Barbara Elementary and High School Districts for elementary and high school. None of the school districts in the South Coast have been designated "overcrowded" as defined by California State law. School impact fees would be collected from the project in accordance with State law. The proposed project impacts to schools would be *less than significant* because the project has the potential to generate a small increase in students; however, not to a degree that would impact area schools.

9.d &e) Public Facilities, Roads and Other Governmental Services

The project would result in the potential for construction of one new single-family residence in an area that would be served by existing roads, public facilities and governmental services. The proposed project impacts would be *less than significant* because the project is not anticipated to create a substantial increase in demand for roads, public facilities or governmental services.

9.f) Electric Power or Natural Gas

The project would result in the potential for construction of one new single-family residence in an area already being served by Southern California Edison and Southern California Gas Company. The City's Municipal Code requires residential development to be consistent with Title 22 in an effort to conserve energy. The proposed project impacts to electric power and natural gas would be *less than significant* because supplies of electricity and natural gas are adequate and services are available to the project site.

9.g) Water treatment or distribution facilities

The project would result in the potential for construction of one new single-family residence. The City water treatment and distribution facilities are adequate to meet the demand of this project. The proposed project impacts on water treatment and distribution facilities would be *less than significant* because there is sufficient capacity at the wastewater treatment facility to treat the additional increment in domestic water demand and there are adequate water supply lines at the property line that can be extended onto the property to serve the proposed new residence.

9.h) Sewer

The estimated sewer generation for the proposed residence is 1.08 AFY (***Exhibit G***). The Treatment Plant is designed to treat the wastewater from a population of 104,000, a higher population than is now served. The maximum capacity of the El Estero Treatment Plant is 11 million gallons per day, with current average daily flow 8.0 MGD. The proposed project impacts on the City's sewer system and sewage treatment plant would be *less than significant* because the increased sewage treatment can be accommodated by the existing City sewer system and sewage treatment plant.

9.i) Water Demand

The proposed project's estimated water demand is 1.44 AFY (1,286 gallons/day) based on the single-family demand factor in the City's 2009 Water Demand Factor Update Report (***Exhibit G***). The proposed project impacts on the City water supply, treatment, and distribution facilities would be *less than significant* because the water demand is well within the estimates of the projected available supplies of the Long Term Water Supply Program.

9.j) Solid Waste Generation/ Disposal

Long-Term (Operational). The project would result in the potential for construction of one new single-family residence, which is estimated to generate approximately 2.9 TPY of net new solid waste (***Exhibit G***). The proposed project impacts on solid waste generation would be *less than significant* because the amount generated would be less than the threshold of 196 TPY. With application of source reduction, reuse, and recycling, landfill disposal of solid waste could be further reduced to approximately 1.45 TPY.

Short-Term (Demolition and Construction). It is anticipated that a single-family residence would generate an estimated 22.5 tons of construction waste. Revised solid waste generation thresholds and guidelines were adopted by the County of Santa Barbara in October 2008. According to the County's thresholds of significance, any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is considered to have a significant impact on solid waste generation. Although the 350 ton threshold has not been formally adopted by the City, the proposed project impacts to short-term solid waste generation and disposal would be *less than significant* because the amount generated would be less than the 350 ton threshold. However, new construction, especially remodeling and demolition, represents the greatest challenge to maintaining existing diversion rates. Therefore, the standard condition of approval regarding recycling of project construction waste would be applied to the project.

Public Services – Recommended Mitigation

No mitigation is required.

Public Services – Residual Impacts

Less than significant.

10. RECREATION Could the project:		**NO**	**YES** *Level of Significance*
a)	Increase the demand for neighborhood or regional parks or other recreational facilities?		Less Than Significant
b)	Affect existing parks or other public recreational facilities?		Less Than Significant

Recreation - Discussion

Issues: Recreational issues are associated with increased demand for recreational facilities, or loss or impacts to existing recreational facilities.

Impact Evaluation Guidelines: Recreation impacts may be significant if they result in:

- Substantial increase in demand for park and recreation facilities in an area under-served by existing public park and recreation facilities.
- Substantial loss or interference with existing park space or other public recreational facilities such as hiking, cycling, or horse trails.

Recreation – Existing Conditions and Project Impacts

Currently within the City there are more than 1,800 acres of natural open space, park land and other recreational facilities. In addition, there are 28 tennis courts, 2 public outdoor swimming pools, beach volleyball courts, sport fields, lawn bowling greens, a golf course, 13 community buildings and a major skateboard facility. The City also offers a wide variety of recreational programs for people of all ages and abilities in sports, various classes, tennis, aquatics and cultural arts.

The National Recreation and Park Association (NRPA) established park service area standards for various types of parks. The NRPA standards have not been adopted by the City; however, the standards do provide a useful tool for assessing park space needs. The CTI Report determined that, based on NRPA standards, there is an uneven distribution of parkland in the City, such that some areas of the City may currently be underserved with neighborhood and community parks, but overall the City has adequate passive, community, beach, regional, open space, and sports facility parks.

10.a & b) Recreational Demand and Existing Recreational Facilities

The project would result in the potential for construction of one new single-family residence and would create a very minor increase in demand for park and recreational opportunities in the general area. As indicated above, the City of Santa Barbara has ample parkland and recreational facilities, albeit unevenly distributed throughout the City.

The proposed project would potentially introduce additional residents into the Cielito neighborhood of the City of Santa Barbara where existing nearby neighborhood parks and recreational facilities (those intended to serve nearby residents) include Parma Park, Franceschi Park, Skofield Park and Rattlesnake Canyon. Although these parks are not within walking distance, the residents of the proposed project would have access to these neighborhood parks, as well as other community, beach, regional, open space, and sports facility parks, and all City recreation programs. The proposed project impact on the demand for park and recreational facilities would be *less than significant* because the City has ample parkland and recreational facilities.

The project site is not adjacent to existing park facilities. The construction of one new residence would not have the potential to result in a substantial increase in the use of existing recreation facilities. The proposed project impact on existing facilities would be *less than significant* because the short-term construction and long-term operation of the project would not interfere with the use or enjoyment of existing parks or recreational facilities.

Recreation - Mitigation

No mitigation is required.

Recreation – Residual Impacts

Less than significant.

11. TRANSPORTATION/CIRCULATION Could the project result in:		NO	YES *Level of Significance*
a)	Increased vehicle trips?		Less Than Significant
b)	Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?		Less Than Significant
c)	Inadequate emergency access or access to nearby uses?		Less Than Significant
d)	Insufficient parking capacity on-site or off-site?		Less Than Significant
e)	Hazards or barriers for pedestrians or bicyclists?		Less Than Significant

Transportation - Discussion

Issues: Transportation issues include traffic, access, circulation, safety, and parking. Vehicle, bicycle and pedestrian, and transit modes of transportation are all considered, as well as emergency vehicle access. The City General Plan Circulation Element contains policies addressing circulation, traffic, and parking in the City.

Impact Evaluation Guidelines: A proposed project may have a significant impact on traffic/ circulation/ parking if it would:

Vehicle Traffic

- Cause an increase in traffic that is substantial in relation to the existing traffic load and street system capacity (see traffic thresholds below).
- Cause insufficiency in transit system.
- Conflict with the Congestion Management Plan (CMP) or Circulation Element or other adopted plan or policy pertaining to vehicle or transit systems.

Circulation and Traffic Safety

- Create potential hazards due to addition of traffic to a roadway that has design features (e.g., narrow width, roadside ditches, sharp curves, poor sight distance, inadequate pavement structure) or that supports uses that would be incompatible with substantial increases in traffic.
- Diminish or reduce safe pedestrian and/or bicycle circulation.
- Result in inadequate emergency access on-site or to nearby uses.

Parking

- Result in insufficient parking capacity for the projected amount of automobiles and bicycles.

Traffic Thresholds of Significance: The City uses Levels of Service (LOS) "A" through "F" to describe operating conditions at signalized intersections in terms of volume-to-capacity (V/C) ratios, with LOS A (0.50-0.60 V/C) representing free flowing conditions and LOS F (0.90+ V/C) describing conditions of substantial delay. The City General Plan Circulation Element establishes the goal for City intersections to not exceed LOS C (0.70-0.80 V/C).

For purposes of environmental assessment, LOS C at 0.77 V/C is the threshold Level of Service against which impacts are measured. An intersection is considered "impacted" if the volume to capacity ratio is .77 V/C or greater.

Project-Specific Significant Impact: A project-specific significant impact results when:

(a) Project peak-hour traffic would cause a signalized intersection to exceed 0.77 V/C, or

(b) The V/C of an intersection already exceeding 0.77 V/C would be increased by 0.01 (1%) or more as a result of project peak-hour traffic.

For non-signalized intersections, delay-time methodology is utilized in evaluating impacts.

Significant Cumulative Contribution: A project would result in a significant contribution to cumulative traffic impacts when:

(a) Project peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending projects would cause an intersection to exceed 0.77 V/C, or

(b) Project would contribute traffic to an intersection already exceeding 0.77 V/C.

Transportation – Existing Conditions and Project Impacts

The existing single-family residence has an existing two-car garage.

11.a) Traffic

Long-Term Traffic

The project would result in the potential for construction of one new single-family residence. The single-family residence is expected to generate one p.m. peak hour automobile trip and 10 average daily automobile trips. The distribution and impact analysis is based on the City's practice of following five peak hour vehicle trips or more through project study area intersections. This provides a statistical certainty for project generated traffic additions at critical intersections on a day-to-day basis. Once the peak hour trips are distributed from the project site onto the City street network, the proposed project is not expected to add five or more trips to any impacted intersections. This is due to the minimal amount of trips generated by the project. The proposed project impact to long-term traffic would be *less than significant* because City intersection Levels of Service would not be impacted by development of this project.

Short-Term Construction Traffic

The overall project construction process for a proposed single-family residence is estimated to last approximately 12 months. This would include grading for site preparation, construction and landscape installation. The project would generate construction-related traffic that would occur over the construction period and would vary depending on the stage of construction. Temporary construction traffic is generally considered an adverse but not significant impact.

The proposed project impact to short-term construction traffic would be *less than significant* because of the limited amount of construction traffic generated for a potential single-family residence, the acceptable traffic levels in the area, and the duration of the construction process. With standard conditions of approval regarding restrictions on the hours permitted for construction trips and approval of routes for construction traffic, the impacts would be further reduced.

11.b,c) Access/ Circulation/ Safety

Currently, vehicular access to the existing single-family residence on Parcel One, as well as access to vacant Parcel Two, is via a 12-foot wide private driveway easement off Conejo Road (a 40-foot wide public road). Access to the single-family residence on Proposed Adjusted Parcel One would continue to use this driveway. Access to the proposed development envelope on Proposed Adjusted Parcel Two would be from Conejo Road at the existing driveway entrance along the northern boundary of the project site (previously the secondary access to Parcel One).

The proposed project impacts associated with vehicular access, circulation and safety regarding the new driveway location for Proposed Adjusted Parcel Two would be *less than significant* because it has been reviewed and found adequate by the City's Public Works, Transportation Division, and Fire Department.

11.d) Parking

The project would result in the potential for construction of one residence that would require parking. The proposed project impacts related to parking supply and demand would be *less than significant* because the 20,890 square foot proposed development envelope for Proposed Adjusted Parcel Two is sufficient in size to meet the requirement of two covered parking spaces for a new single-family residence and the applicant would be required to provide parking as required by the Municipal Code.

11.e) Pedestrians/Bicyclists

No dedicated bike lanes or sidewalks currently exist along the project frontage on Conejo Road. The proposed project impacts associated with pedestrian and bicycle circulation would be *less than significant* because one new single-family residence would not result in a substantial increase in the need for new bike lanes or sidewalks in the area. Pedestrians and bicyclists would continue to share the existing right-of-way.

Transportation - Mitigation

No mitigation is required.

Transportation – Residual Impact

Less than significant.

12. WATER ENVIRONMENT Could the project result in:		NO	YES *Level of Significance*
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?		Less Than Significant
b)	Exposure of people or property to water related hazards such as flooding?		Less Than Significant
c)	Discharge into surface waters?		Less Than Significant
d)	Change in the quantity, quality, direction or rate of flow of ground waters?		Less Than Significant
e)	Increased storm water drainage?		Less Than Significant

Water – Discussion

Issues: Water resources issues include changes in offsite drainage and infiltration/groundwater recharge; storm water runoff and flooding; and water quality.

Impact Evaluation Guidelines: A significant impact would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.

Flooding

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Water Resources – Existing Conditions and Project Impacts

12.a & e) Permeability and Drainage

The project would result in the potential for grading and construction of one new single-family residence within the proposed development envelope of Proposed Adjusted Parcel Two. The project site is located within the "Conejo Slide Drainage Area" as designated in 1997 by the City of Santa Barbara. All properties located in this area are prohibited from installing septic tanks or increasing the use of a septic tank. There are no existing septic tanks onsite and none are proposed.

The City and State require that onsite capture, retention, and treatment of storm water be incorporated into the design of the project. Pursuant to the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges, the City requires that any increase in stormwater runoff (based on a 25-year storm event) be retained onsite and that projects be designed to capture and treat the calculated amount of runoff from the project site for a one-inch storm event, over a 24-hour period.

The Engineering Geologic Report states that the onsite soils, which have low to moderate permeability and low to moderate porosity, are considered suitable with adequate percolation or infiltration rates for the utilization of retention basins. The proposed project impacts regarding drainage would be *less than significant* because the design of the proposed project would meet the requirements of the City's Storm Water Management Plan (SWMP) and the NPDES General Permit for Storm Water Discharges.

12.b) Flooding

The project site is not located in a flood hazard zone or in an area prone to flooding. Concentrated drainage occurs within the unnamed, east-trending canyon (a tributary of Sycamore Canyon) at the southeast side of Proposed Adjusted Parcel One; however, no construction is proposed in this area of the site.

The proposed project impacts related to flooding would be *less than significant* because the flooding potential would not change following project occupancy, nor would the project substantially alter the course or flow of flood waters.

12.c) Surface Water Quality

Construction: Project grading activities related to a potential single-family residence create the potential for temporary, incremental and localized erosion, sedimentation, and fuel and oils released from construction equipment that could affect water quality. Numerous federal, state and local regulatory programs have been established to minimize impacts to water quality resulting from construction operations. All construction equipment shall be maintained, inspected and leaks repaired, and spill clean-up equipment would be available on the site during construction to ensure that hazardous materials are not permitted to impact surface waters.

The proposed project impacts related to surface water quality during any construction would be *less than significant* because the potential for contamination is limited. Compliance with applicable regulations will further reduce the potential for the proposed project to result in short-term construction-related water quality impacts.

Operations: The project would result in the potential for one new single-family residence. Runoff from the project site during operations could include urban contaminants such as pesticides, cleaning supplies, automobile fluids, fuels and fertilizers typical of all residential projects.

The proposed project impacts related to surface water quality during long term operations would be *less than significant* because, as required by the City's Storm Water Management Plan (SWMP), the project would be designed to retain flows on the project site during the 25 year storm and the first inch of rain and provide an opportunity for vegetation, sunlight and filtering to treat these contaminants before they leave the site and because of the limited size of the project.

12.d) Ground Water Quality

The construction of a new single-family residence would result in an increase in impervious surface and the runoff of pollutants from parking areas or other hardscape could degrade ground water quality. The proposed project is required to comply with standard best management practices (BMPs) to improve water quality.

The proposed project impacts related to ground water quality would be *less than significant* because the proposed project would be required to comply with standard City best management practices (BMPs) and because of the limited size of the project.

Water Resources – Recommended Mitigation

Less than significant.

Water Resources – Residual Impact

Less than significant.

MANDATORY FINDINGS OF SIGNIFICANCE.		*YES*	*NO*
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X
c)	Does the project have potential impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X
d)	Does the project have potential environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		X

a. As discussed in Section 3 (Biological Resources), with the implementation of required mitigation measures, the project would not reduce the habitat of a fish or wildlife species, cause a fish or wildfire population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Section 4 (Cultural Resources), the project would not eliminate or impact important prehistoric or historic resources.

b. As discussed in Sections 1 through 12 of this Initial Study, the project, as mitigated, would not result in significant short- or long-term environmental impacts.

c. Sections 1 through 12 of this Initial Study consider potential cumulative impacts to environmental resources. As discussed in these sections, the project, as mitigated, would not result in any significant, cumulative impacts on the environment because the project contribution to cumulative impacts would not be considerable.

d. As discussed in Sections 1 through 12 of this Initial Study, no significant effects on humans (direct or indirect) would occur as a result of this project as mitigated. All potentially significant impacts related to biological resources, geophysical conditions, and hazards can be mitigated to a less than significant level. In addition, mitigation measures are recommended to further reduce adverse but less than significant impacts associated with air quality.

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that with identified mitigation measures agreed-to by the applicant, potentially significant impacts would be avoided or reduced to less than significant levels. A Mitigated Negative Declaration will be prepared.

Case Planner/Initial Study Preparer: Kathleen Kennedy, Associate Planner

Environmental Analyst: Date: 7/22/2010

EXHIBITS:

A. Lot Line Adjustment Exhibit

B. Mitigation Monitoring and Reporting Program

C. URBEMIS 2007 Version 9.2.4 Results Report

D. Biological Survey Letter prepared by Rachel Tierney, dated November 9, 2009 (revised March 3, 2010)

E. Engineering Geologic Report prepared by Gold Coast Geoservices, Inc., dated July 27, 2008 (Map dated May 2009)

F. Addendum Letters from Gold Coast Geoservices, Inc., dated March 4 and March 8, 2010

G. Utility Demand Calculations Worksheet

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

1995 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Local Coastal Plan *(Main or Airport)*

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map